



Town of Atherton
Office of the City Clerk

91 Ashfield Road
Atherton, California 94027
650-752-0529
Fax 650-688-6528

September 28, 2007

California High-Speed Rail Authority, EIR/EIS Comments

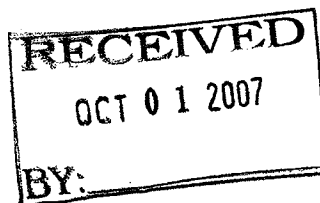
925 L Street, Suite 1425
Sacramento, CA 95814

Enclosed please find a true and correct copy of Resolution No. 07-26 adopted by the City Council of the Town of Atherton on September 19, 2007. The Resolution includes comments regarding the EIR/EIS for the Bay Area to Central Valley High Speed Train.

Sincerely,

Kathi Hamilton
Acting City Clerk

Enclosure



RESOLUTION 07-26

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ATHERTON REGARDING THE DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR BAY AREA TO CENTRAL VALLEY HIGH SPEED TRAIN

The City Council of the Town of Atherton hereby resolves as follows:

RESOLVED, that the town of Atherton provide comments to the California High-Speed Rail Authority regarding the Draft Bay Area to Central Valley High-Speed Train (HST) Program EIR/EIS, with the following points:

1. The Town of Atherton opposes high-speed rail on the Peninsula and within the Caltrain Railway Corridor.
 - a. High-speed rail would not directly benefit the Peninsula because express high-speed trains would not stop on the Peninsula, requiring Peninsula travelers to Southern California to transfer, either in San Francisco or San Jose, to the express train in order to benefit from express service.
 - b. Construction of high-speed rail along the Caltrain Corridor would be devastating to the long-established and heavily developed communities through which the corridor passes. Construction and operation of high-speed trains along this corridor would have a significant adverse environmental affect on the communities.
2. For the reasons stated above, we support the Altamont alignment for high-speed rail, with access to San Jose along the Capital Corridor (East Bay) route, and with access directly to Oakland via Altamont, with a new TransBay Tunnel connecting Oakland with San Francisco.
3. If the Pacheco alignment is ultimately chosen with a Peninsula route for high-speed rail, the preferred routing should be along Highway 280 or 101, in order to avoid the disastrous consequences of construction within established communities. As stated above, high-speed rail on the Peninsula will not provide easier access to express trains to Southern California. Accordingly, the Peninsula should rely upon existing Caltrain service to access either San Francisco or San Jose as starting off points, from which express trains to Southern California would depart.
4. In all events, if a Caltrain Corridor route is ultimately chosen for high-speed rail alignment, the HST should run in a tunnel or a trench in order to minimize environmental impacts and to maximize the availability of surface land for positive redevelopment.

L014-1

L014-2


L014-3

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the Town of Atherton that this Resolution shall be effective immediately upon adoption.


* * * * *

I hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the Town of Atherton at a regular meeting thereof held on the 19th day of September 2007, by the following vote.

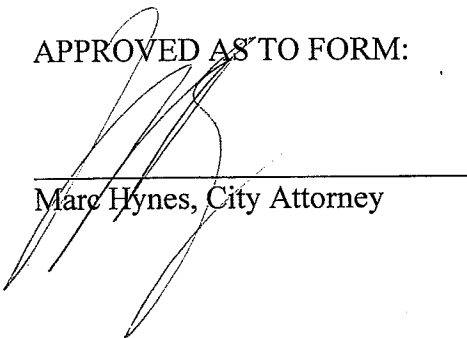
AYES:	5	Council Members:	Janz, J. Carlson, Marsala, A. Carlson, McKeithen
NOES:	0	Council Members:	
ABSENT:	0	Council Members:	
ABSTAIN:	0	Council Members:	


Alan B. Carlson, MAYOR
Town of Atherton

ATTEST:


Kathi Hamilton, Acting City Clerk

APPROVED AS TO FORM:


Marc Hynes, City Attorney

I HEREBY CERTIFY THAT THE FOREGOING
DOCUMENT IS A TRUE AND CORRECT
COPY ON FILE AT 91 ASHFIELD ROAD
ATHERTON, CA

DATE Sept. 28, 2007
SIGNED BY Kathi Hamilton

Acting City Clerk